

IN THE CLAIMS

Please amend the claims as follows:

Claims 1-10 (Canceled).

Claim 11 (Currently Amended): A fuel system vapor management unit for an internal combustion engine comprising an [[An]] electronically controlled electromechanical valve having at least three ports through which a fluid can flow and at least three different stable positions in which at least [[2]] two ports are in fluid communication, one position ensuring complete flow communication between a fuel tank and a vapor recovery system and the two other positions ensuring, respectively, complete and partial communication between the vapor recovery system and the engine, the valve comprising:

a stationary outer housing comprising at least three bores;

a rotating inner section that rotates about an axis and comprises bores defining, with the bores of the housing, the at least three ports of the valve; and

an electrical actuating system controlled by an electronic controller and configured to switch the valve from a first position to a second position by rotating an inner section about its axis.

Claim 12 (Currently Amended): The valve unit according to claim 11, further comprising an additional closed position, in which none of the [[3]] three ports are in fluid communication, and which is held by a default mechanism configured to ensure that the electrical activating system is sealed in an event of electrical power loss.

Claim 13 (Currently Amended): The valve unit according to claim 11, wherein the electrical actuating system comprises at least three coils fixed on the outer housing and at

least one magnet fixed on the inner rotating section, the coils being coupled to a power generator configured to energize the coils to generate an electrical current to circulate through the coils, in response to a signal from the electronic controller, so that each position of the valve is associated with a given coil being energized and attracting the magnet to the given coil.

Claim 14 (Currently Amended): The valve unit according to claim 11, wherein the electrical actuating system comprises at least two magnets.

Claim 15 (Currently Amended): The valve unit according to claim 11, wherein the electrical actuating system comprises a motor placed on top of the valve, which rotates the inner section of the valve and puts the inner section in given positions in response to a signal from the electronic controller.

Claims 16-17 (Canceled).

Claim 18 (Currently Amended): The unit according to claim [[16]] 11, wherein the valve comprises at least an additional port to be connected to a vapor recirculation line extending to a filler pipe.

Claim 19 (Currently Amended): The unit according to claim 18, wherein the valve comprises at least five ports ~~for being configured to be~~ connected respectively to the fuel tank, to a canister, to an engine, to a passage of large diameter to a first vapor recirculation line, and to a passage of small diameter to the first vapor recirculation line or ~~another~~ a second vapor recirculation line.

Claim 20 (Previously Presented): The unit according to claim 19, wherein the valve comprises a second port configured to be connected to the fuel tank.

Claim 21 (New): The unit according to claim 11, wherein the valve is configured to move to each of four different positions and includes at least five ports, one of which is a port of a first diameter and is configured to connect to a vapor recirculation line, and another of which is a port of a second diameter smaller than the first diameter, the port of a second diameter also being configured to connect to a vapor recirculation line.

Claim 22 (New): The unit according to claim 21, wherein at least two of the ports open in a direction parallel to the axis of the rotating inner section of the valve.

Claim 23 (New): The unit according to claim 22, wherein the at least two ports open in a same direction.

Claim 24 (New): The unit according to claim 11, wherein the valve is configured to maintain a position in which none of the ports is in fluid communication with any other port while the valve is not energized.